

TDM Success Story:

Washington's Commute Trip Reduction Law & Statewide CTR Program Deliver Results

Washington's Commute Trip Reduction (CTR) Law was passed and incorporated into the state's Clean Air Act in 1991. The law initiated work site employee transportation programs, beginning in 1993, for companies having over 100 employees commuting during peak hours. Employers in Washington's nine most-populated counties are affected by the law. The goals of the law are to reduce air pollution, traffic congestion, and petroleum consumption and decrease the number of commute trips made in single occupant vehicles (SOVs).

Background

CTR Program structure:

- ◆ As required by the CTR Law, WSDOT staff administers CTR statewide, as a collaborative partnership among counties, cities and employers. A 28-member CTR Task Force was established by the Governor to oversee continuing implementation and evaluation of the program.
- ◆ Counties and cities affected by the CTR Law have developed local ordinances requiring employers to implement CTR programs, and they also provide affected employers assistance in reaching their CTR goals, funded in substantial part with money provided by the state.

Goals and requirements for affected employers:

Employers in the counties affected by the CTR Law must:

- ◆ Implement an employee transportation program that encourages use of alternative modes. This includes designating an Employee Transportation Coordinator (ETC) to manage and track the program.
- ◆ Once an employer's CTR program is initiated, aim for trip reduction goals of 15% after two years, 25% after 4 years, 25% after six years and 35% after 12 years.
- ◆ Conduct surveys, annually report progress and provide survey data every two years to track commute changes.
- ◆ Make a good faith effort to achieve CTR goals.

Stats

- ◆ Approximately 1,100 employers participate in the statewide CTR Program, including 92 work sites that are doing so voluntarily. This equates to some 500,000 employees, or approximately 27% of persons who work in Washington's nine affected counties.
- ◆ From 1993 to 1999, the drive alone (SOV) mode to affected work sites decreased from 72.35% to 67.01% statewide, for those counties participating in the CTR Program.
- ◆ The CTR Program removes 18,500 vehicles from the state's roadways every morning, reduces air pollution by 3,200 tons every year and saves 6.5 million gallons of petroleum annually.
- ◆ A recent report by the Texas Transportation Institute lists the Seattle-Everett area as the third worst congested in the nation and estimates drivers spend an additional 69 hours in traffic as a result. This delay would be two hours higher without the statewide CTR Program.
- ◆ If the 12,600 vehicles removed by the CTR Program in the Puget Sound region each morning were added back to the region's highways, the equivalent of 22.5 additional lane miles would be needed to accommodate the demand. The estimated cost to provide these lanes is \$36-169 million.
- ◆ Commuters who participate in the CTR Program save \$8 million annually in fuel costs alone. Additional benefits include lower vehicle

Stats, continued

maintenance costs and programs and services such as guaranteed ride home in case of emergency.

What makes it successful?

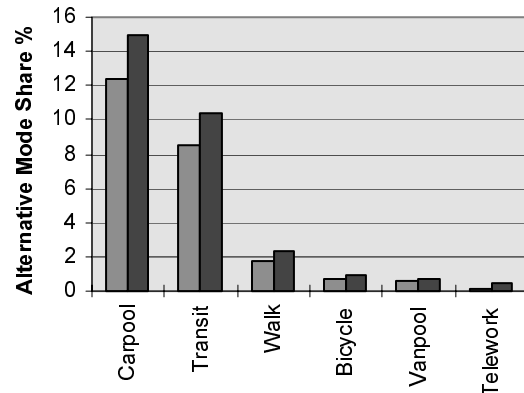
A “win-win” good business investment:

- ◆ Each public dollar invested in the statewide CTR Program leverages more than four dollars in investments from private sector partners. Employers are motivated to invest in CTR because it makes good business sense for recruitment and retention of employees, and they are assisted by local support programs.

State regulation with quantifiable impacts:

- ◆ Unlike similar programs in the country imposed by federal environmental legislation, the CTR Law and local programs were put in place by the state legislature, setting up a good faith, cooperative relationship between government and business. the statewide CTR Program has had quantifiable impacts upon congestion and the environment and is expected to become even more valuable as the urban population increases.

Statewide Changes in Mode Share in CTR Counties 1993 to 1999



Highlights

- On average, carpooling has the largest mode share in the nine affected counties.
- Statewide, transit mode share has increased each survey year.
- Telework, though small, has increased each survey year.
- The category “other” is not shown here. This category showed a modest increase overall.
- Statewide results mask substantial differences between counties.

Source: CTR Program data, 1999.

Information and statistics taken from Washington State Department of Transportation’s CTR Program web pages at: wsdot.wa.gov/pubtran/CTR, June 1999, and Washington State Department of Transportation’s 1999 CTR Task Force Report to the Washington State Legislature.

For Washington State’s Commute Trip Reduction Law (RCW 70.94.521-551) look at Washington’s legislative website: leg.wa.gov/.

*This flyer produced by Washington State Department of Transportation’s
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July 2000